

AMENDMENT NO.1 TO RATE STUDY FOR TRANSPORTATION IMPACT FEES

FINAL

Prepared for:

CITY OF LYNNWOOD, WASHINGTON

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Appendix B – Trip Rate Table for Zones A and B

Per the request of the City of Lynnwood (City), the impact fee zone limits of Zones A and B were modified. This Amendment No.1 summarizes the trip generation, vehicle-miles of travel (VMT), and fee allocation for the new modified Zones A and B.

1.0 IMPACT FEE ZONE BOUNDARY MODIFICATION

The report of *Transportation Impact Fee Rate Study Final July 2010* (July 2010 Rate Study) includes two impact fee zones: Zone A and Zone B. As shown in **Figure 1**, Zone A includes Subareas 7 and 8, and Zone B includes Subareas 1, 2, 3, 4, 5, and 6.

The City desires to modify the boundaries of Subareas 3 and 8. The northeast corner of Subarea 3 in Zone B is proposed to be removed and added to Subarea 8 in Zone A. The modified eight subareas and the two impact fee zones are shown in **Figure 2**.

The boundary modifications to Subareas 3 and 8 result in slightly different trip length factors for Zones A and B.

Figure 1. Eight Subareas and Two Zones in July 2010 Rate Study

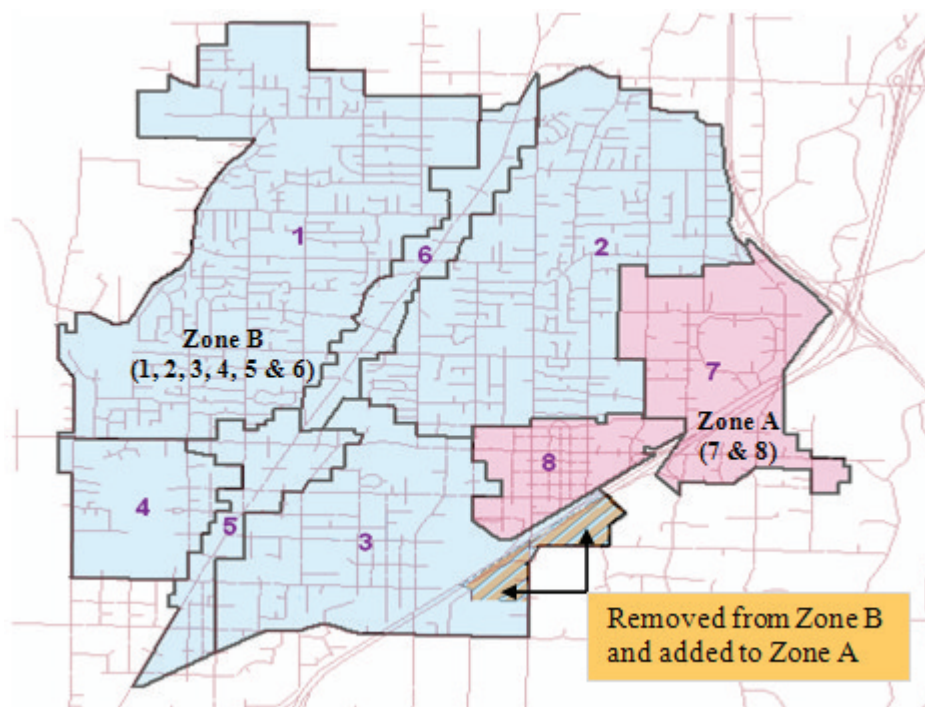
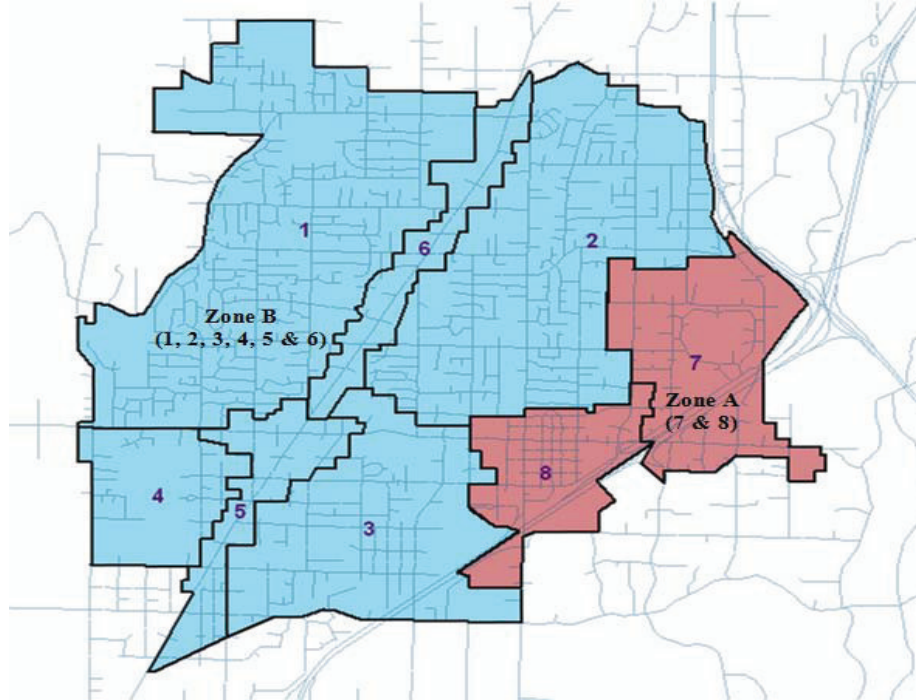


Figure 2. The Modified Eight Subareas and Two Zones



2.0 TRIP LENGTH FACTOR FOR MODIFIED ZONES

The vehicle trips and VMT of the modified Subareas 3 and 8 in 2005 and 2025 have been re-modeled and are shown in **Table 1**. The average trip length and the relative trip length factor have been re-calculated for each subarea and each modified impact fee zone, as shown in **Table 1**.

Table 1. Trip Length Factor after Zone Modification

Modified Subareas / Zones	2005 Trips	2025 Trips	2005 VMT	2025 VMT	Net Trip Growth	Net VMT Growth	Average Trip Length	Relative Trip Length Factor*
Zone A	13,853	25,608	15,691	30,487	11,755	14,794	1.26	0.90
7	6,535	8,734	7,124	8,545	2,199	1,421	0.65	0.46
8	7,318	16,874	8,568	21,941	9,556	13,373	1.40	1.00
Zone B	15,432	18,382	23,231	28,997	2,950	5,768	1.96	1.40
1	2,784	2,996	5,157	5,718	213	562	2.65	1.90
2	2,253	2,471	3,077	3,378	218	301	1.38	0.99
3	2,898	3,148	3,642	4,334	250	693	2.77	1.98
4	1,599	1,782	2,661	3,177	183	516	2.82	2.02
5	2,775	3,789	3,998	5,907	1,014	1,910	1.88	1.35
6	3,123	4,196	4,696	6,482	1,073	1,786	1.66	1.19
Total	29,285	43,990	38,922	59,484	14,705	20,562	1.40	1.00

* Relative trip length factor has been converted from average trip length by dividing by 1.40.

Table 2 summarizes the growth trips and growth VMT between 2005 and 2025 for the modified Zones A and B. The citywide growth trips and growth VMT remain unchanged; however, the relative trip length factor for each modified zone is slightly different from the July 2010 Rate Study. The relative trip length factor for each zone is the ratio of the zone average growth trip length to the citywide average growth trip length. The average trip length is derived from the growth VMT divided by the growth trips.

Table 2. City Zone PM Peak Hour Relative Trip Length Factor

Modified Zones	Growth Trips	Growth VMT	Average Growth Trip Length (Miles)	Relative Trip Length Factor
Zone A	11,755	14,794	1.26	0.90
Zone B	2,950	5,768	1.96	1.40
Lynnwood	14,705	20,562	1.40	1.00

3.0 FEE ALLOCATION FOR EACH MODIFIED ZONE

The citywide total growth trips and total growth VMT after impact fee zone boundary modification remain unchanged; therefore, the citywide cost per VMT and cost per PM peak hour trip—as shown in **Tables 3** and **4**—remain unchanged from the July 2010 Rate Study.

Table 3. Allocation of Costs to Travel Growth (VMT)

Source	Total Growth Cost	VMT Growth	Cost per VMT Added
Total	\$166,864,616	20,562	\$8,115

Table 4. Private Sector Cost Allocation for PM Peak Hour Trips

Trip Source	Growth in VMT	Cost per VMT Added	Cost of Capacity Needed for Growth	Private Sector Share	Private Sector Cost Allocation	Trip Growth	Cost/Trip (PM Pk Hr)
Lynnwood	20,562	\$8,115	\$166,864,616	50.00%	\$83,432,308	14,705	\$5,674

The relative trip length factor—that establishes the cost per PM peak hour trip—for the modified Zones A and B is shown in **Table 5**. The trip rate tables for Zones A and B are updated and shown in **Appendix B**.

Table 5. City Zone Cost Allocation

Modified Zones	Relative Trip Length Factor	Citywide Cost/PM peak Trip	Cost/PM peak Trip
Zone A	0.90	\$5,674	\$5,107
Zone B	1.40		\$7,944

4.0 CONCLUSION

After impact zone boundary modification, the citywide total growth trips and total growth VMT remain unchanged. The relative trip length factor remains unchanged for Zone A and goes up slightly from 1.39 to 1.40 for Zone B. The cost per PM peak hour trip remains unchanged at \$5,107 for Zone A, and the cost per PM peak hour trip goes up slightly from \$7,887 to \$7,944 for Zone B.

APPENDIX B – TRIP RATE TABLE FOR ZONES A AND B

Appendix B. Traffic Impact Rate Table For Zone A

Fee Rate per Peak Hour Trip = **5,107**

This table uses ITE ⁽³⁾ driveway trip rates, with adjustments, to derive the net new impact per unit of development, in trips. See ITE for details of land use categories. ⁽⁹⁾

ITE LAND USE NAME	ITE LAND USE CODE	ITE LAND USE UNIT ⁽¹¹⁾	ITE AVERAGE SIZE ⁽⁹⁾	ITE GROSS TRIP RATE / UNIT ⁽³⁾	DISCOUNT PASS-BY TRIPS ⁽⁴⁾	NET NEW IMPACT RATE / UNIT ⁽⁵⁾	FEE PER LAND USE UNIT
RESIDENTIAL		<i>Signature elements: places where people live with active lifestyles. Afternoon peak hour traffic is mainly inbound.</i>					
Single-family (detached) dwelling	210	Dwelling	214	1.01	0%	1.01	5,158
Duplex (detached) dwelling	use 210	Dwelling	same	1.01	0%	1.01	5,158
Multi-family, 3+ bedrooms	use 231	Dwelling	234	0.78	0%	0.78	3,983
Multifamily, under 3 bedrooms	blend 220, 221, 230	Dwelling	250	0.60	0%	0.60	3,064
Mobile Home Park	240	Dwelling	168	0.56	0%	0.56	2,860
Self-contained Retirement Community ⁽⁷⁾	251	Dwelling	862	0.26	0%	0.26	1,328
Senior Adult Housing-Attached	252	Dwelling	147	0.11	0%	0.11	562
Congregate Care Facility, Nursing Home, Elderly Housing (Attached)		please see Non-Retail, assisted living facilities					
NONRETAIL		<i>Signature elements: places where most traffic is generated by employees, rather than customers, patrons or residents. Includes some public facilities and some assisted-living types of residential</i>					
Employment Centers							
Office Building (single building)	blend 710, 714, 715	1000 sq. ft.	150-300	1.50	0%	1.50	7,661
Office Park (multiple buildings)	750	1000 sq. ft.	370	1.50	0%	1.50	7,661
Business Park (multiple buildings)	770	1000 sq. ft.	379	1.29	0%	1.29	6,588
Research & Development Center	760	1000 sq. ft.	306	1.08	0%	1.08	5,516 %T ⁽¹⁰⁾
General Light Industrial	110	1000 sq. ft.	357	0.98	0%	0.98	5,005 %T ⁽¹⁰⁾
Industrial Park	130	1000 sq. ft.	447	0.86	0%	0.86	4,392 %T ⁽¹⁰⁾
Manufacturing	140	1000 sq. ft.	325	0.74	0%	0.74	3,779 %T ⁽¹⁰⁾
General Heavy Industrial	120	1000 sq. ft.	1544	0.68	0%	0.68	3,473 %T ⁽¹⁰⁾
Trucking and Storage Facilities							
Warehousing (industrial)	150	1000 sq. ft.	354	0.47	0%	0.47	2,400 %T ⁽¹⁰⁾
Miniwarehouse (self-service storage)	151	1000 sq. ft.	58	0.26	0%	0.26	1,328
High-Cube Warehouse	152	1000 sq. ft.	302	0.10	0%	0.10	511 %T ⁽¹⁰⁾
Truck Terminal	30	Acres	12	6.55	0%	6.55	33,451 %T ⁽¹⁰⁾
Institutions							
Church, with weekday programs	560	1000 sq. ft.	17	2.00	20%	1.60	8,171
School, high	530	1000 sq. ft.	225	1.02	10%	0.92	4,688
Church, no weekday programs	560	1000 sq. ft.	17	0.40	0%	0.40	2,043
School, elementary and junior-high	520	1000 sq. ft.	55	0.20	20%	0.16	817
Assisted Living Facilities							
Nursing Home	620	Beds	99	0.22	10%	0.20	1,011
Congregate Care Facility, Elderly Housing (Attached)	253	Living unit	164	0.17	10%	0.15	781

Notes:

- (1) V.S.P. (Vehicle Servicing Position) = space provided for one vehicle to be fueled or washed; not necessarily "pumps" or "hoses"
- (2) Use total rooms for hotel/motel; 15% vacancy factor is incorporated in gross trip rate. Excludes facilities with major restaurants and meeting places.
- (3) Institution of Transportation Engineers, Trip Generation, 7th edition. Some ITE rates are smoothed and averaged to eliminate statistically insignificant differences.
- (4) Pass-by Diversion Reduction eliminates trips diverted from the stream of traffic "passing by" a retail site, which add no vehicle-miles of impact on the road system.
- (5) Net New Impact Trip Rate = ITE Gross Trip Rate * (1 - % Pass-by).
- (6) For shopping centers over 65,000 sq. ft., see ITE for logarithmic trip rate formula.
- (7) A retirement community is "self-contained" only if it provides a full range of facilities on-site for medical care, recreation, shopping, dining, etc. similar to a small city. For "assisted living" retirement facilities serving the non-driving elderly with caregivers employed on-site, use Congregate Care Centers under NON-RETAIL.
- (8) Average size of developments comprising the ITE database. May be useful to distinguish between otherwise similar-sounding classes.
- (9) Trip rate for any land use not covered by this table shall be determined by the Director of Public Works.
- (10) This land use generates heavy truck travel. Truck surcharge must be calculated.
- (11) Units expressed as 1000 sq. ft. refer to habitable gross building area, not land area. Units expressed as "acres" refer to land area.

Appendix B. Traffic Impact Rate Table For Zone A

Fee Rate per Peak Hour Trip = 5,107

This table uses ITE ⁽³⁾ driveway trip rates, with adjustments, to derive the net new impact per unit of development, in trips. See ITE for details of land use categories. ⁽⁸⁾

ITE LAND USE NAME	ITE LAND USE CODE	ITE LAND USE UNIT ⁽¹¹⁾	ITE AVERAGE SIZE ⁽⁹⁾	ITE GROSS TRIP RATE / UNIT ⁽³⁾	DISCOUNT PASS-BY TRIPS ⁽⁴⁾	NET NEW IMPACT RATE / UNIT ⁽⁵⁾	FEE PER LAND USE UNIT
RETAIL		Signature elements: non-residential activity with traffic generated mainly by customers or patrons, not employees. Inbound and outbound are roughly equal most of the day. Some public facilities					
Automobile-related Sales							
Auto Parts Sales	843	1000 sq. ft.	8	5.98	50%	2.99	15,270
Auto Care Center (multiple stores)	942	1000 sq. ft.	12	3.38	20%	2.70	13,809
Car Sales, New and Used	841	1000 sq. ft.	30	2.80	10%	2.52	12,870
Automobile Servicing							
Tire Store	848, 849	V.S.P. ⁽⁷⁾	8	3.32	50%	1.66	8,478
Service Station no Minimart	944	V.S.P. ⁽⁷⁾	8	14.56	80%	2.91	14,872
Carwash	947	V.S.P. ⁽⁷⁾	7	5.54	50%	2.77	14,146
Service Station with Minimart	945	V.S.P. ⁽⁷⁾	10	13.38	80%	2.68	13,666
Quick-Lube Vehicle Servicing	941	V.S.P. ⁽⁷⁾	2	5.19	50%	2.60	13,253
Social-Recreational Activities							
Drinking Place (pub, tavern, bar)	936	1000 sq. ft.	4	11.34	20%	9.07	46,331
Restaurant, fast food	934	1000 sq. ft.	4	34.64	80%	6.93	35,381
Library	590	1000 sq. ft.	16	7.09	10%	6.38	32,588
Restaurant, quality	931	1000 sq. ft.	9	7.49	20%	5.99	30,601
Restaurant, sit-down	932	1000 sq. ft.	6	10.92	50%	5.46	27,884
Lodge, Fraternal Organization, with dining facilities	591	1000 sq. ft.	n/a	6.00	10%	5.40	27,578
Health/Fitness Club	492	1000 sq. ft.	36	4.05	10%	3.65	18,615
Bowling Alley	437	1000 sq. ft.	24	3.54	10%	3.19	16,271
Recreational Community Center	495	1000 sq. ft.	65	1.64	10%	1.48	7,538
Racquet/Tennis Club	491	1000 sq. ft.	48	0.84	10%	0.76	3,861
Multiplex Movie Theater	445	1000 sq. ft.	7	5.22	10%	4.70	23,993

Notes:

- (1) V.S.P. (Vehicle Servicing Position) = space provided for one vehicle to be fueled or washed; not necessarily "pumps" or "hoses"
- (2) Use total rooms for hotel/motel; 15% vacancy factor is incorporated in gross trip rate. Excludes facilities with major restaurants and meeting places.
- (3) Institution of Transportation Engineers, Trip Generation, 7th edition. Some ITE rates are smoothed and averaged to eliminate statistically insignificant differences.
- (4) Pass-by Diversion Reduction eliminates trips diverted from the stream of traffic "passing by" a retail site, which add no vehicle-miles of impact on the road system.
- (5) Net New VMT Impact Trip Rate = ITE Gross Trip Rate * (1 - % Pass-by).
- (6) For shopping centers over 65,000 sq. ft., see ITE for logarithmic trip rate formula.
- (7) A retirement community is "self-contained" only if it provides a full range of facilities on-site for medical care, recreation, shopping, dining, etc. similar to a small city. For "assisted living" retirement facilities serving the non-driving elderly with caregivers employed on-site, use Congregate Care Centers under NON-RETAIL.
- (8) Average size of developments comprising the ITE database. May be useful to distinguish between otherwise similar-sounding classes.
- (9) Trip rate for any land use not covered by this table shall be determined by the Director of Public Works.
- (10) This land use generates heavy truck travel. Truck surcharge must be calculated.
- (11) Units expressed as 1000 sq. ft. refer to habitable gross building area, not land area. Units expressed as "acres" refer to land area.

Appendix B. Traffic Impact Rate Table For Zone A

Fee Rate per Peak Hour Trip = 5,107

This table uses ITE ⁽³⁾ driveway trip rates, with adjustments, to derive the net new impact per unit of development, in trips. See ITE for details of land use categories. ⁽⁹⁾

ITE LAND USE NAME	ITE LAND USE CODE	ITE LAND USE UNIT ⁽¹¹⁾	ITE AVERAGE SIZE ⁽⁹⁾	ITE GROSS TRIP RATE / UNIT ⁽³⁾	DISCOUNT PASS-BY TRIPS ⁽⁴⁾	NET NEW IMPACT RATE / UNIT ⁽⁵⁾	FEE PER LAND USE UNIT
RETAIL		Signature elements: non-residential activity with traffic generated mainly by customers or patrons, not employees. Inbound and outbound are roughly equal most of the day. Some public facilities					
Community Retail focus							
Bank, walk-in	911	1000 sq. ft.	5	33.15	65%	11.60	59,254
Bank, drive-in	912	1000 sq. ft.	4	45.74	75%	11.44	58,399
Convenience Market	851 - 853	1000 sq. ft.	3	50.00	85%	7.50	38,303
Hardware, paint store	816	1000 sq. ft.	21	4.84	25%	3.63	18,538
Shopping Ctr, under 65,000 sq. ft. ⁽⁶⁾	820	1000 sq. ft.	50	4.80	50%	2.40	12,257
Building Materials & Lumber Store	812	1000 sq. ft.	11	4.49	20%	3.59	18,344
Apparel Store	870	1000 sq. ft.	5	3.83	20%	3.06	15,648
Video Rental Store	896	1000 sq. ft.	7	13.60	55%	6.12	31,255
Supermarket, discount supermarket	850, 854	1000 sq. ft.	62	11.00	45%	6.05	30,897
Pharmacy/Drug Store	880, 881	1000 sq. ft.	13	8.52	30%	5.96	30,458
Specialty retail center (strip mall)	814	1000 sq. ft.	105	2.71	20%	2.17	11,072
Destination Retail focus							
Discount Club (membership warehouse store)	861	1000 sq. ft.	112	4.24	20%	3.39	17,323
Electronics Superstore	863	1000 sq. ft.	37	4.50	30%	3.15	16,087
Freestanding Discount Store	815	1000 sq. ft.	111	5.06	30%	3.54	18,089
Toy / Children's Superstore	864	1000 sq. ft.	46	4.99	30%	3.49	17,839
Free-standing Discount Superstore	813	1000 sq. ft.	154	3.87	20%	3.10	15,811
Home improvement superstore	862	1000 sq. ft.	100	2.45	10%	2.21	11,261
Factory Outlet Center	823	1000 sq. ft.	146	2.29	10%	2.06	10,526
Furniture Store	890	1000 sq. ft.	67	0.46	10%	0.41	2,114
Nursery (Garden Center)	817	Acres	4	7.52	10%	6.77	34,564
Nursery (Wholesale)	818	Acres	24	0.53	10%	0.48	2,436
SPECIAL CASES		Signature elements: Characteristics not closely matched to groups above.					
State Motor Vehicles / Licensing Agency	731	1000 sq. ft.	10	17.09	30%	11.96	61,095
US Post Office	732	1000 sq. ft.	31	10.89	60%	4.36	22,246
Medical/Dental Office or Clinic	630, 720	1000 sq. ft.	71	3.66	10%	3.29	16,822
Day Care	565	1000 sq. ft.	4	13.18	80%	2.64	13,462
Hospital	610	1000 sq. ft.	500	1.18	10%	1.06	5,424
Hotel/Motel - no convention facilities	310-312, 320	Total Rooms ⁽²⁾	200	0.53	10%	0.48	2,436

Notes:

- (1) V.S.P. (Vehicle Servicing Position) = space provided for one vehicle to be fueled or washed; not necessarily "pumps" or "hoses"
- (2) Use total rooms for hotel/motel; 15% vacancy factor is incorporated in gross trip rate. Excludes facilities with major restaurants and meeting places.
- (3) Institution of Transportation Engineers, Trip Generation, 7th edition. Some ITE rates are smoothed and averaged to eliminate statistically insignificant differences.
- (4) Pass-by Diversion Reduction eliminates trips diverted from the stream of traffic "passing by" a retail site, which add no vehicle-miles of impact on the road system.
- (5) Net New VMT Impact Trip Rate = ITE Gross Trip Rate * (1 - % Pass-by).
- (6) For shopping centers over 65,000 sq. ft., see ITE for logarithmic trip rate formula.
- (7) A retirement community is "self-contained" only if it provides a full range of facilities on-site for medical care, recreation, shopping, dining, etc. similar to a small city. For "assisted living" retirement facilities serving the non-driving elderly with caregivers employed on-site, use Congregate Care Centers under NON-RETAIL.
- (8) Average size of developments comprising the ITE database. May be useful to distinguish between otherwise similar-sounding classes.
- (9) Trip rate for any land use not covered by this table shall be determined by the Director of Public Works.
- (10) This land use generates heavy truck travel. Truck surcharge must be calculated.
- (11) Units expressed as 1000 sq. ft. refer to habitable gross building area, not land area. Units expressed as "acres" refer to land area.

Appendix B. Traffic Impact Rate Table For Zone B

Fee Rate per Peak Hour Trip = **7,944**

This table uses ITE ⁽³⁾ driveway trip rates, with adjustments, to derive the net new impact per unit of development, in trips. See ITE for details of land use categories. ⁽⁹⁾

ITE LAND USE NAME	ITE LAND USE CODE	ITE LAND USE UNIT ⁽¹¹⁾	ITE AVERAGE SIZE ⁽⁹⁾	ITE GROSS TRIP RATE / UNIT ⁽³⁾	DISCOUNT PASS-BY TRIPS ⁽⁴⁾	NET NEW IMPACT RATE / UNIT ⁽⁵⁾	FEE PER LAND USE UNIT
RESIDENTIAL		<i>Signature elements: places where people live with active lifestyles. Afternoon peak hour traffic is mainly inbound.</i>					
Single-family (detached) dwelling	210	Dwelling	214	1.01	0%	1.01	8,023
Duplex (detached) dwelling	use 210	Dwelling	same	1.01	0%	1.01	8,023
Multi-family, 3+ bedrooms	use 231	Dwelling	234	0.78	0%	0.78	6,196
Multifamily, under 3 bedrooms	blend 220, 221, 230	Dwelling	250	0.60	0%	0.60	4,766
Mobile Home Park	240	Dwelling	168	0.56	0%	0.56	4,449
Self-contained Retirement Community ⁽⁷⁾	251	Dwelling	862	0.26	0%	0.26	2,065
Senior Adult Housing-Attached	252	Dwelling	147	0.11	0%	0.11	874
Congregate Care Facility, Nursing Home, Elderly Housing (Attached)		please see Non-Retail, assisted living facilities					
NONRETAIL		<i>Signature elements: places where most traffic is generated by employees, rather than customers, patrons or residents. Includes some public facilities and some assisted-living types of residential</i>					
Employment Centers							
Office Building (single building)	blend 710, 714, 715	1000 sq. ft.	150-300	1.50	0%	1.50	11,916
Office Park (multiple buildings)	750	1000 sq. ft.	370	1.50	0%	1.50	11,916
Business Park (multiple buildings)	770	1000 sq. ft.	379	1.29	0%	1.29	10,248
Research & Development Center	760	1000 sq. ft.	306	1.08	0%	1.08	8,580 %T ⁽¹⁰⁾
General Light Industrial	110	1000 sq. ft.	357	0.98	0%	0.98	7,785 %T ⁽¹⁰⁾
Industrial Park	130	1000 sq. ft.	447	0.86	0%	0.86	6,832 %T ⁽¹⁰⁾
Manufacturing	140	1000 sq. ft.	325	0.74	0%	0.74	5,879 %T ⁽¹⁰⁾
General Heavy Industrial	120	1000 sq. ft.	1544	0.68	0%	0.68	5,402 %T ⁽¹⁰⁾
Trucking and Storage Facilities							
Warehousing (industrial)	150	1000 sq. ft.	354	0.47	0%	0.47	3,734 %T ⁽¹⁰⁾
Miniwarehouse (self-service storage)	151	1000 sq. ft.	58	0.26	0%	0.26	2,065
High-Cube Warehouse	152	1000 sq. ft.	302	0.10	0%	0.10	794 %T ⁽¹⁰⁾
Truck Terminal	30	Acres	12	6.55	0%	6.55	52,033 %T ⁽¹⁰⁾
Institutions							
Church, with weekday programs	560	1000 sq. ft.	17	2.00	20%	1.60	12,710
School, high	530	1000 sq. ft.	225	1.02	10%	0.92	7,293
Church, no weekday programs	560	1000 sq. ft.	17	0.40	0%	0.40	3,178
School, elementary and junior-high	520	1000 sq. ft.	55	0.20	20%	0.16	1,271
Assisted Living Facilities							
Nursing Home	620	Beds	99	0.22	10%	0.20	1,573
Congregate Care Facility, Elderly Housing (Attached)	253	Living unit	164	0.17	10%	0.15	1,215

Notes:

- (1) V.S.P. (Vehicle Servicing Position) = space provided for one vehicle to be fueled or washed; not necessarily "pumps" or "hoses"
- (2) Use total rooms for hotel/motel; 15% vacancy factor is incorporated in gross trip rate. Excludes facilities with major restaurants and meeting places.
- (3) Institution of Transportation Engineers, Trip Generation, 7th edition. Some ITE rates are smoothed and averaged to eliminate statistically insignificant differences.
- (4) Pass-by Diversion Reduction eliminates trips diverted from the stream of traffic "passing by" a retail site, which add no vehicle-miles of impact on the road system.
- (5) Net New Impact Trip Rate = ITE Gross Trip Rate * (1 - % Pass-by).
- (6) For shopping centers over 65,000 sq. ft., see ITE for logarithmic trip rate formula.
- (7) A retirement community is "self-contained" only if it provides a full range of facilities on-site for medical care, recreation, shopping, dining, etc. similar to a small city. For "assisted living" retirement facilities serving the non-driving elderly with caregivers employed on-site, use Congregate Care Centers under NON-RETAIL.
- (8) Average size of developments comprising the ITE database. May be useful to distinguish between otherwise similar-sounding classes.
- (9) Trip rate for any land use not covered by this table shall be determined by the Director of Public Works.
- (10) This land use generates heavy truck travel. Truck surcharge must be calculated.
- (11) Units expressed as 1000 sq. ft. refer to habitable gross building area, not land area. Units expressed as "acres" refer to land area.

Appendix B. Traffic Impact Rate Table For Zone B

Fee Rate per Peak Hour Trip = 7,944

This table uses ITE ⁽³⁾ driveway trip rates, with adjustments, to derive the net new impact per unit of development, in trips. See ITE for details of land use categories. ⁽⁵⁾

ITE LAND USE NAME	ITE LAND USE CODE	ITE LAND USE UNIT ⁽¹¹⁾	ITE AVERAGE SIZE ⁽⁹⁾	ITE GROSS TRIP RATE / UNIT ⁽³⁾	DISCOUNT PASS-BY TRIPS ⁽⁴⁾	NET NEW IMPACT RATE / UNIT ⁽⁵⁾	FEE PER LAND USE UNIT	
RETAIL							<i>Signature elements: non-residential activity with traffic generated mainly by customers or patrons, not employees. Inbound and outbound are roughly equal most of the day. Some public facilities</i>	
Automobile-related Sales								
Auto Parts Sales	843	1000 sq. ft.	8	5.98	50%	2.99		23,753
Auto Care Center (multiple stores)	942	1000 sq. ft.	12	3.38	20%	2.70		21,481
Car Sales, New and Used	841	1000 sq. ft.	30	2.80	10%	2.52		20,019
Automobile Servicing								
Tire Store	848, 849	V.S.P. ⁽⁷⁾	8	3.32	50%	1.66		13,187
Service Station no Minimart	944	V.S.P. ⁽⁷⁾	8	14.56	80%	2.91		23,133
Carwash	947	V.S.P. ⁽⁷⁾	7	5.54	50%	2.77		22,005
Service Station with Minimart	945	V.S.P. ⁽⁷⁾	10	13.38	80%	2.68		21,258
Quick-Lube Vehicle Servicing	941	V.S.P. ⁽⁷⁾	2	5.19	50%	2.60	20,615	
Social-Recreational Activities								
Drinking Place (pub, tavern, bar)	936	1000 sq. ft.	4	11.34	20%	9.07		72,068
Restaurant, fast food	934	1000 sq. ft.	4	34.64	80%	6.93		55,036
Library	590	1000 sq. ft.	16	7.09	10%	6.38		50,691
Restaurant, quality	931	1000 sq. ft.	9	7.49	20%	5.99		47,600
Restaurant, sit-down	932	1000 sq. ft.	6	10.92	50%	5.46		43,374
Lodge, Fraternal Organization, with dining facilities	591	1000 sq. ft.	n/a	6.00	10%	5.40		42,898
Health/Fitness Club	492	1000 sq. ft.	36	4.05	10%	3.65		28,956
Bowling Alley	437	1000 sq. ft.	24	3.54	10%	3.19		25,310
Recreational Community Center	495	1000 sq. ft.	65	1.64	10%	1.48		11,725
Racquet/Tennis Club	491	1000 sq. ft.	48	0.84	10%	0.76	6,006	
Multiplex Movie Theater	445	1000 sq. ft.	7	5.22	10%	4.70	37,321	

Notes:

- (1) V.S.P. (Vehicle Servicing Position) = space provided for one vehicle to be fueled or washed; not necessarily "pumps" or "hoses"
- (2) Use total rooms for hotel/motel; 15% vacancy factor is incorporated in gross trip rate. Excludes facilities with major restaurants and meeting places.
- (3) Institution of Transportation Engineers, Trip Generation, 7th edition. Some ITE rates are smoothed and averaged to eliminate statistically insignificant differences.
- (4) Pass-by Diversion Reduction eliminates trips diverted from the stream of traffic "passing by" a retail site, which add no vehicle-miles of impact on the road system.
- (5) Net New VMT Impact Trip Rate = ITE Gross Trip Rate * (1 - % Pass-by).
- (6) For shopping centers over 65,000 sq. ft., see ITE for logarithmic trip rate formula.
- (7) A retirement community is "self-contained" only if it provides a full range of facilities on-site for medical care, recreation, shopping, dining, etc. similar to a small city. For "assisted living" retirement facilities serving the non-driving elderly with caregivers employed on-site, use Congregate Care Centers under NON-RETAIL.
- (8) Average size of developments comprising the ITE database. May be useful to distinguish between otherwise similar-sounding classes.
- (9) Trip rate for any land use not covered by this table shall be determined by the Director of Public Works.
- (10) This land use generates heavy truck travel. Truck surcharge must be calculated.
- (11) Units expressed as 1000 sq. ft. refer to habitable gross building area, not land area. Units expressed as "acres" refer to land area.

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RETAIL		Signature elements: non-residential activity with traffic generated mainly by customers or patrons, not employees. Inbound and outbound are roughly equal most of the day. Some public facilities					
Community Retail focus							
Bank, walk-in	911	1000 sq. ft.	5	33.15	65%	11.60	92,170
Bank, drive-in	912	1000 sq. ft.	4	45.74	75%	11.44	90,840
Convenience Market	851 - 853	1000 sq. ft.	3	50.00	85%	7.50	59,580
Hardware, paint store	816	1000 sq. ft.	21	4.84	25%	3.63	28,837
Shopping Ctr, under 65,000 sq. ft. ⁽⁶⁾	820	1000 sq. ft.	50	4.80	50%	2.40	19,066
Building Materials & Lumber Store	812	1000 sq. ft.	11	4.49	20%	3.59	28,535
Apparel Store	870	1000 sq. ft.	5	3.83	20%	3.06	24,340
Video Rental Store	896	1000 sq. ft.	7	13.60	55%	6.12	48,617
Supermarket, discount supermarket	850, 854	1000 sq. ft.	62	11.00	45%	6.05	48,061
Pharmacy/Drug Store	880, 881	1000 sq. ft.	13	8.52	30%	5.96	47,378
Specialty retail center (strip mall)	814	1000 sq. ft.	105	2.71	20%	2.17	17,223
Destination Retail focus							
Discount Club (membership warehouse store)	861	1000 sq. ft.	112	4.24	20%	3.39	26,946
Electronics Superstore	863	1000 sq. ft.	37	4.50	30%	3.15	25,024
Freestanding Discount Store	815	1000 sq. ft.	111	5.06	30%	3.54	28,138
Toy / Children's Superstore	864	1000 sq. ft.	46	4.99	30%	3.49	27,748
Free-standing Discount Superstore	813	1000 sq. ft.	154	3.87	20%	3.10	24,595
Home improvement superstore	862	1000 sq. ft.	100	2.45	10%	2.21	17,517
Factory Outlet Center	823	1000 sq. ft.	146	2.29	10%	2.06	16,373
Furniture Store	890	1000 sq. ft.	67	0.46	10%	0.41	3,289
Nursery (Garden Center)	817	Acres	4	7.52	10%	6.77	53,765
Nursery (Wholesale)	818	Acres	24	0.53	10%	0.48	3,789
SPECIAL CASES		Signature elements: Characteristics not closely matched to groups above.					
State Motor Vehicles / Licensing Agency	731	1000 sq. ft.	10	17.09	30%	11.96	95,034
US Post Office	732	1000 sq. ft.	31	10.89	60%	4.36	34,604
Medical/Dental Office or Clinic	630, 720	1000 sq. ft.	71	3.66	10%	3.29	26,168
Day Care	565	1000 sq. ft.	4	13.18	80%	2.64	20,940
Hospital	610	1000 sq. ft.	500	1.18	10%	1.06	8,437
Hotel/Motel - no convention facilities	310-312, 320	Total Rooms ⁽²⁾	200	0.53	10%	0.48	3,789

Notes:

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